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REPUBLICAN TICKET.
For Congress.
DAVID S. SHELLABARGER.
State's Attorney.
WILLIAM E. REDMON.
Circuit Clerk.
JOHN ALLEN.
Surveyor.
GEORGE V. LORING.
Coroner.
T. C. BUXTON.

Nineteenth Congressional Convention.
A republican convention for the 19th congressional district is hereby called to meet at Clinton Wednesday, May 15th, at 12 noon, for the purpose of nominating a candidate for member of congress, to select a congressional committee and to transact such other business as may properly come before it.

The basis of representation in said convention shall be one delegate for each 300 votes cast for the republican candidate for congress in each of the counties composing the district at the election in 1902. On this basis each county is entitled to the following delegates:

Counties	Vote	Del.
Champaign	4907	16
Coles	2870	12
DeWitt	2498	8
Douglas	2137	7
Macon	4860	16
Moultrie	1417	5
Platt	2134	7
Shelby	2482	8

Total78
Delegates shall be elected in such manner as the republican county central committee in each county may direct.
FRANK C. ROBY, Chairman.
CHARLES G. ECKHARDT, Sec.

The Hearst boom has been reduced to a desultory skirmish.
Those who may have had any suspicion that Hon T. A. Buckingham does not know when it is time to adjourn have been undeceived.

The Colorado militia have defied the civil courts and it is not at all improbable that the shades of 'Bloody Bridges' may be rising on the horizon.

Some one has predicted the next panic for 1916. That is putting off a democratic administration a good while.

After the interurban road has been running through Decatur for one year we will all be wondering why we urged objection to it.

There will be fun the 30th day of July when that committee on resolutions appointed by the democratic county convention last Saturday reports.

A Chicago doctor says that singing daily for six months will cure tuberculosis. But what shall it profit a man to escape consumption only to die from assault and battery?

The "snollkoters" and the "short-hairs" in Coles county do not seem to affiliate in any sense. This may be attributed to the backwardness of spring.

The probable choice for governor by the republican state convention is more uncertain now than at any time since the preliminary campaign opened.

Decatur township has at length reached the point where no indemnity for the loss of sheep by dogs is demanded. Have the dogs grown harmless or have all the sheep disappeared?

Many of our farmers are offering to pay a nice sum per acre to have the interurban run by their farms, and are raising no questions about freight cars or the time when they shall go by.

The interurban will reduce the number of farm wagons that daily traverse the streets over which the tracks will run bearing all manner of products to market. Instead this produce, hidden from view will be carried in finely painted cars.

A few more weeks will determine whether the friends of Warner or his enemies are giving the public true information.
Inquirer. No, it was not William R. Hearst who said the presidency of the United States was an office neither to be sought nor declined. Neither was it he who said, "I would rather be right than be president." That old-fashioned remark was made by one Henry Clay.

The National Civil Liberty party will nominate a negro candidate for president of the United States. Before he can get the nomination, however, he will have to deny ever having invited Grover Cleveland to dinner.

The Humane Society in St. Louis has put a stop to the feeding of dogs to Filipinos on the ground that it involves cruelty to animals. But they wanted the dog meat, didn't they? so why is it cruel to give it to them? Also, it is impolite to call our visitors' animals.

There are some delegates to the recent democratic county convention who now know the difference between a motion that when this body adjourns it shall adjourn to a fixed day, and a motion that the body adjourn to a day certain. A baseball man would explain it in this way. In the one case it would be a postponed game, in the other it would be a called game. The game was called in this case.

The indications now are that no one of the republican candidates for governor will have enough delegates when the state convention meets May 12, to nominate him, and therefore will not have enough delegates to organize the convention. The first question then will be an alliance of delegates favoring different candidates to organize the convention and after that the fight will be to get the other fellow's delegates and secure the nomination. There is an impression that probably none of the leading candidates will be able to accumulate enough in this way and that Warner stands a first class chance of being made the nominee of the convention.

There is still some speculation over the fact that Logan and DeWitt counties in the republican senatorial convention having one majority over Macon county, could give the senatorial nomination to Logan or DeWitt. It is assumed that they would if they could. This comes from those who always forget that nominations are not always equivalent to election. Both Logan and DeWitt understand the agreement between republicans of all factions that Macon is to have the senatorial nomination during the life of the district and that a violation of that agreement through the power of one majority would mean the defeat of the nominee, and neither nor both of these counties could be induced to pursue such a course. The whole question is up to Macon county. Whoever it agrees on for senator and, presents to the convention will be nominated. Its up to the Macon county delegation to put up a candidate who can be elected if it wants a senator. This the delegation will no doubt do. It is up to Logan county and DeWitt county to put up acceptable candidates for the house who can win if they want a representation. They will no doubt do so.

There are fair indications that the interurban franchise question will be settled at the next council meeting. It ought to be. It is too important a matter to be postponed longer. No one now questions the importance of the enterprise to our city. Suppose it suited the purpose of the interurban people to run the line a mile south or a mile north of the city what would our people be doing? Any one can answer the question. Our people and the city council instead of raising questions embarrassing to the company would be offering the most tempting propositions to get the line through the city. The Chamber of Commerce would be busy in the matter and there would be no question as to the duration of the franchise or as to the few package cars that might be run over the line. Not that it is imprudent to ask for certain reasonable restrictions but there is no question if we were making a fight to get the line into the city we would make every concession and ask none. This certainly points the way to the fact that an enterprise of this character when we do not need to make a fight to get it ought to be treated with much consideration by ourselves and the city council.

CONGRESS AND RURAL CARRIERS.
There has been a long contest in congress over the rural letter carriers. When the service was first inaugurated the pay was too small. It was at length increased to \$600 per annum which has been the pay for the last two or three years. This sum was also inadequate and to help out carriers were permitted to act as agents for newspapers, dry goods houses and grocery houses for pay. This system was found to be altogether bad and was demoralizing to the service. The present congress has shown a desire to increase the pay to \$720 a year or \$60 a month, but the rub came on shutting off the right of a carrier to act as agent for anybody.
After more than two weeks' discussion in which the hand of the lobby was visible and the line of cleavage was clearly defined between those who wished to rescue the rural delivery service from a practice that was sure to develop a great scandal and those who were willing to prostitute it to private gain, the House finally adopted an amendment increasing the pay of carriers to \$720 a year and prohibiting them from acting as agents or solicitors for hire.

When the postoffice appropriation bill with this amendment reached the senate the lobby that had been working on the House began to work at the other end of the Capitol. It was successful to the extent of inducing the postoffice committee of the senate to reject the House amendment and report one of its own. It increased pay of carriers to \$750 a year, and added:
Said carrier shall not solicit business or receive orders of any kind for any person, firm, or corporation, and shall not, during their hours of employment, carry any merchandise for hire, provided, that said carriers may carry merchandise for hire and receive subscriptions for and deliver newspapers, magazines and other periodicals for and upon the request of patrons residing upon their respective routes whenever the same shall not interfere with the proper discharge of their official duties and under such regulations as the postmaster general may prescribe, and not otherwise, and, provided further, that no carrier shall refuse to deliver or to take orders or subscriptions for any merchandise, newspapers, or periodicals requested by any patron on his route, subject to the laws of the United States and the regulations of the postmaster general.

It would take a committee of lawyers to tell what this means, and then there would be several disagreeing opinions. The phraseology is creditable to whoever drafted it, and no senator has undertaken to tell just what it means. The preponderance of opinion is that it would permit the carriers to do errands for patrons, but, not to act as agents for newspapers or other firms and corporations. If this is the object it should be put in clear language.
As the two houses have disagreed the question will go to a committee of conference. As both houses have declared against allowing the carriers to act as paid agents for any person, firm or corporation the committee of conference will doubtless embody that provision in its report. The pay will probably be left as fixed by the House—\$720 a year. The precedent of increasing the pay, once established, it can be increased again when circumstances shall justify. The important point is to cut off the outside agency and soliciting business, which was fastening itself on the rural carrier system like a parasite, and would eventually have crippled and corrupted it.

the business supplied by the road. Both Springfield and Champaign have considered the benefits to be derived from the road and have given the company all it asked for. The city council in Springfield voted down every proposition to hamper the company in the matter of carrying merchandise to market for the farmers and trades men in the smaller towns and return merchandise to the smaller towns. Restrictions upon such traffic to and from Decatur will act as an embargo upon Decatur trade and force it to centers like Champaign and Springfield where there are no serious restrictions upon traffic. Our city council will certainly take no action that will prove detrimental to the interests of Decatur. It should be borne in mind that the ordinance as it now stands does not permit trains of coal cars and cattle cars and cars that could in any sense be offensive or annoying to the residents along the track in any part of the city. There is not and has not been any disposition on the part of the interurban people to run offensive cars and traffic over the streets of our city. There can be no question that the residents along the line of the track have a right to look after their own comfort to a reasonable degree, but the city council in considering protests of that character will consider them in connection with the general interests of the city. This has to be done in cities in the case of all public improvements. Protests of residents along streets proposed to be improved for the public good are common, but almost, if not always, the public interest is held to be paramount by the city council. Mr. Waite and others along the line of the track disagree with others on the line and say come on with the interurban and its traffic. This is no reflection upon the others. They have a right to their opinions but public benefits must be weighed over against all individual opinions pro and con. It is certain that residents along the line of any street car and interurban track would not quietly submit to the removal of the track and if any such residents had their capital invested in an interurban electric road enterprise it is fair to assume that they would readily find a way to accept the small inconveniences of the noise of cars and the passage of a few painted and smooth running traffic cars a day.

The city council certainly can be depended on to take a broad and general view of the benefits of an interurban line through the city as well as the protection of residents along the line. It cannot afford to, and certainly will not, jeopardize the business of this city by imposing restrictions upon traffic that will insure to the benefit of competing cities.

DEMOCRATIC HARMONY.
There seems to be no prospect for democratic harmony in the coming campaign. The differences are not disagreements of principles and policies, but as to men due to the party going after false gods in the campaigns of 1896 and 1900. Bryan injected the silver issue into the party policies in these years and drove the sound money democrats into open opposition to him as the party candidate. He now objects to any of these democrats taking the lead in party affairs and objects to any man who is on friendly terms with them. On the other hand these men object to any of the Bryan followers leading and have no sympathy with those leaders who associate with them. This is the situation and there is no escape from it and no way to get around it. If the Bryan wing of the party names the candidate the other wing will not support him and if the Bryan wing is not permitted to name the candidate the chances are ten to one there will be a split in the party and the country will have two democratic candidates. The only hope at the present time for democratic harmony, that can logically be accepted, is a series of first class funerals on both sides. There has not been a better time for this discord since the civil war. The country under republican domination is prosperous, every dollar is as good as every other dollar, there is more than work enough for every willing hand at good wages, the public treasury is never in danger of depletion and interest is as low as it ever was in the history of the government. Sound money and protection is at the bottom of our prosperity. These are cardinal principles of the republican party. They will be continued under republican rule and really the democratic party is not needed in governmental affairs at all. So it makes no difference whether it exercises itself by internal conflict or gets together and tries to inaugurate the policies it represents and which have never proved beneficial when in force. The successful policies of the republican party are needed until the isthmian canal has been completed and the course of the world's traffic has been changed. They are needed to develop our own resources and our commerce with the world. They are needed until the Philippine, Porto Rican and Hawaiian problems are settled and the people of these islands are raised to the higher plane of civilization. They are needed until the entire eastern question as it relates to our trade is settled and then these policies will still be needed to apply to new problems that will be at the front.

PUBLIC AND PRIVATE INTERESTS.
It is safe to assume that a majority of the city council will not favor unfair restrictions upon the proposed interurban through Decatur. The card of A. Wait, a resident of West Main street published in the evening paper and in these columns this morning is very much to the point. It takes a broad view of the question; treats the interurban property on the basis of an enterprise out of which all the people of Decatur will be benefited. There can be added this fact: With this interurban road in operation Champaign and Springfield will be competitors for

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It is safe to assume that a majority of the city council will not favor unfair restrictions upon the proposed interurban through Decatur. The card of A. Wait, a resident of West Main street published in the evening paper and in these columns this morning is very much to the point. It takes a broad view of the question; treats the interurban property on the basis of an enterprise out of which all the people of Decatur will be benefited. There can be added this fact: With this interurban road in operation Champaign and Springfield will be competitors for

the business supplied by the road. Both Springfield and Champaign have considered the benefits to be derived from the road and have given the company all it asked for. The city council in Springfield voted down every proposition to hamper the company in the matter of carrying merchandise to market for the farmers and trades men in the smaller towns and return merchandise to the smaller towns. Restrictions upon such traffic to and from Decatur will act as an embargo upon Decatur trade and force it to centers like Champaign and Springfield where there are no serious restrictions upon traffic. Our city council will certainly take no action that will prove detrimental to the interests of Decatur. It should be borne in mind that the ordinance as it now stands does not permit trains of coal cars and cattle cars and cars that could in any sense be offensive or annoying to the residents along the track in any part of the city. There is not and has not been any disposition on the part of the interurban people to run offensive cars and traffic over the streets of our city. There can be no question that the residents along the line of the track have a right to look after their own comfort to a reasonable degree, but the city council in considering protests of that character will consider them in connection with the general interests of the city. This has to be done in cities in the case of all public improvements. Protests of residents along streets proposed to be improved for the public good are common, but almost, if not always, the public interest is held to be paramount by the city council. Mr. Waite and others along the line of the track disagree with others on the line and say come on with the interurban and its traffic. This is no reflection upon the others. They have a right to their opinions but public benefits must be weighed over against all individual opinions pro and con. It is certain that residents along the line of any street car and interurban track would not quietly submit to the removal of the track and if any such residents had their capital invested in an interurban electric road enterprise it is fair to assume that they would readily find a way to accept the small inconveniences of the noise of cars and the passage of a few painted and smooth running traffic cars a day.

The city council certainly can be depended on to take a broad and general view of the benefits of an interurban line through the city as well as the protection of residents along the line. It cannot afford to, and certainly will not, jeopardize the business of this city by imposing restrictions upon traffic that will insure to the benefit of competing cities.

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THE RUSSIANS ARE STUNNED

**NEWS OF THE PORT ARTHUR DIS-
ASTER APPALLS THE CAPITAL
AND THE CZAR.**

MAKAROFF'S DEATH BIG LOSS

Wild Rumors and Suspense Are Terrible—Emperor Is Overwhelmed With Grief.

St. Petersburg, April 13—The awful disaster to the battleship Petropavlovsk, at Port Arthur, with the loss of almost her entire crew of over 600 men and the death of Vice Admiral

Makaroff, has been a terrific blow. It would have fallen less heavily if the ship and commander in chief of the fleet had been lost in battle, but to be the result of another accident following upon the heels of a succession of tragedies of which the Portsmouth fleet has been the victim has created something like consternation.

BRINGS OUT NEW FACT.
Besides it had just become known the battleship *Poltava*, several weeks ago, had a hole rammed in her by the battleship *Sevastopol* while the latter was maneuvering in the harbor at Port Arthur. The day has been one of intense excitement in St. Petersburg. The first inkling of the col-

astrophe leaked out on receipt of a telegram by Grand Duke Vladimir from his son Grand Duke Boris announcing the loss of the Petropavlovsk, and the wounding of Grand Duke Cyril, who was first officer. Grand Duchess Vladimir was almost frantic on receipt of the telegram, being convinced the message was only the precursor of worse news.

EMPEROR OVERWHELMED

When it was certain that Cyril was not dead religious services immediately were held at Grand Duke Vladimir's palace in which thanks were returned to the Almighty for sparing the life of the Grand Duke. The emperor was so overwhelmed with grief at the death of Makaroff that neither he nor the empress attended the service.

The city was filled with the wild-
est rumors but the official despatchers
were so meagre and the private des-
patches so conflicting that the public
was kept in suspense for six hours.
Then, although incomplete, despatchers
were posted on bulletin boards. The

CLAMOR FOR DETAILS.
The ministry of marine was soon surrounded by thousands of persons eagerly asking for the details. The crowd of enquirers were stricken relatives of those on board the Petrozavodsk.

What occurred prior to the blowing up of the flagship is only vaguely known, except that Makaroff sailed out to engage the enemy until reinforcements appeared. It is thought

possible that Logo planned an ambush by sending in a small squadron in the hope of drawing out the Russian commander to the open and then cutting off his escape. The Associated Press learns the location of

six of the mines planted by the Yenesel were unknown, the charts having been lost when the vessel went down. Probably it was one of these mines the Petropavlovsk struck.

Makaroff's death is really a greater loss than would be that of several battleships. He was the pride of the navy and enjoyed the implicit confidence of his sovereign as well as of the officers and men of the service.

BABCOCK IS CHAIRMAN
Placed at Head of Republican Congressional Committee.
Washington, April 18.—The republic

can congressional committee. tonight perfected its organization for the fall campaign by unanimously re-electing the old officers:

Chairman—Babcock, Wisconsin.
Vice Chairman—Sherman, New York

Secretary—Overstreet, Indianapolis.
Treasurer—W. B. Thompson, Michigan.
Babcock was authorized to appoint his own executive committee.

Abandon Superior.
Duluth, Minn., April 13.—The Canada-Atlantic company which has operated a fleet between Duluth and Canadian ports for many years, has decided to abandon Lake Superior and

confine its business to the route between Parry Sound, Chicago and Milwaukee.

SACRIFICES \$700,000 TO WED

Hartville, Wyo., April 18—"Jack" Rawlinson, a rich young New Yorker, who came here to enjoy cowboy life and has been working on a large stock

She is but 17 years old, and will lose her right to her grandmother's for-

They will spend the honeymoon in Wyoming and go to the bridegroom's

ARTAO'S ACCOMPLICE.
Spanish Police Arrest Another Anarchist.

Barcelona, April 18.—The police have arrested the accomplice of Artao who attempted yesterday to kill Premier Maura. Both men are members of a society styled "Lovers of Liberty."

ST. LOUIS EDITOR MURDERED.
Dies From Effects of Assault By
Unknown Parties.
St. Louis, April 13—Charles O'Brien,
editor of the American Celt, was as-

hauled on the street and taken to the city hospital in an unconscious condition, he died from his injuries.

Wreck On Rock Island.
Joliet, April 13.—A Rock Island pas-

senger train from St. Paul was wrecked at Rockdale, one mile south of Joliet and two persons were seriously injured. The passenger train crashed into the rear end of a freight train. The cars took fire from the wrecked

New Bank at Cartersville.
State Auditor McCullough has issued a permit for the opening of the Cartersville State and Savings bank at

Cartersville, Williamson county, with a capital stock of \$50,000. E. H. Bundy is president and M. W. Sizimore, cashier of the institution.

men pose as bosom friends because they are afraid of each other.

ADMIRAL MAKAROFF'S FLAG SHIP SINKS WITH NEARLY 800 OFFICERS AND MEN

Strikes Mine in Harbor at Port Arthur When Going Out to Meet the Japanese Fleet.

BRAVE ADMIRAL AMONG THE LOST

Enormous Disaster To the Czar's Navy Spreads Consternation Among all Classes at St. Petersburg.

GRAND DUKE CYRIL A HAS MIRACULOUS ESCAPE

Ship Turns Turtle and Sinks Almost Instantly With Crew Caught in Their Quarters Like Rats in a Trap.

St. Petersburg, April 13, 6:38 p. m.—The following official dispatch has been received here from Rear Admiral Makarov, the naval commandant at Port Arthur, addressed to the emperor:

Port Arthur, April 13.—The Petropavlovsk struck a mine, which blew her up and she turned turtle. Our squadron was under Golden Hill. The Japanese squadron was approaching. Vice Admiral Makarov evidently was lost. Grand Duke Cyril was saved. He is slightly injured. Capt. Jakovlev was saved, though severely injured, as were five officers and 32 men, all injured. The enemy's fleet has disappeared. Rear Admiral Prince Ouktomsky has assumed command of the fleet.

The following dispatch to the czar has been received from Vice Admiral Makarov:

St. Petersburg, April 13.—A telegram has just been received from Lieut. Gen. Stoessel, commander of the military forces at Port Arthur. I regret to report to your majesty that the Petropavlovsk was sunk.

teered to make a night attack on a powerful Turkish ironclad. With a torpedo boat they succeeded in blowing up the Turkish vessel, and it was claimed at the time thereby made the first successful demonstration of the usefulness of torpedo boats in naval warfare.

Makarov originated the idea of constructing the famous fleet-breaking steamer Ermak, which was built on the Tyne from his designs. Since his appointment to the command of the Russian Pacific fleet, Makarov had shown himself to be a man of great courage and energy.

Early in March he personally went to the rescue of a Russian torpedo boat destroyer which was hard pressed by the Japanese and inspired the naval forces under his command with a great deal of enthusiasm.

He passed Easter on board a guard ship at the entrance of Port Arthur



ADMIRAL TOZA.

and every night personally supervised the precautionary measures adopted to prevent the Russians from being surprised by the Japanese.

The last engagement, previous to the fight of today, in which Makarov took part occurred March 27, when he gallantly repulsed the second attempt of the Japanese to bottle up Port Arthur.

The Emperor has sent a courier to Petrof to express his condolences to the widow of the admiral.

HAYASHI'S TRIBUTE.

Says Makarov Was Great Admiral and Death a Severe Loss to Russia.

London, April 13.—The Japanese legation tonight had no official information in regard to fighting today off Port Arthur.

Baron Hayashi, Japanese minister, said Vice Admiral Makarov's death was an exceedingly dramatic occurrence and he paid a tribute to the late admiral as a great strategist and tactician and said his death would be a great loss to the Russian navy.

CONSTERNATION PREVAILS.

St. Petersburg, April 13.—The Petropavlovsk disaster has created a profound impression in official, naval and military circles where the feeling is one of consternation. Officers speak of the catastrophe with the deepest emotion. The imperial family and court were also deeply moved. The news has only been circulated among the high and middle classes and as yet has not reached the populace. Consequently there were no scenes in the streets this evening and no special editions of newspapers were issued.

SUBMARINE BOAT

Suspicion That Japanese Blow Up the Flag Ship.

Paris, April 14.—The Matin's St. Petersburg correspondent claims to have details received by the emperor according to which Makarov went to ascertain the Japanese position and his force not being strong enough to meet the enemy's thirty vessels retired. Two miles outside the entrance to Port Arthur an explosion literally hurled the battleship out of the water, completely overturning her. Makarov's plan of campaign was lost with him. It is not known, says the correspondent, whether the catastrophe was due to a floating mine or to a Japanese submarine vessel. The Japanese certainly witnessed the catastrophe.

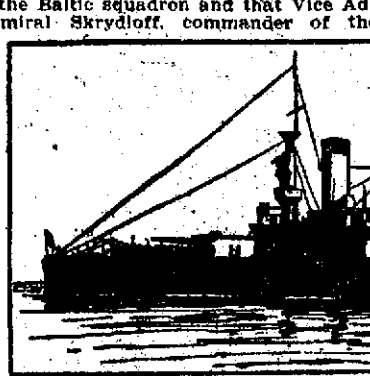
MAYBE JAPS DID IT

Rome Has Report That They Sunk Makarov's Ship.

London, April 14.—Rome has a rumor that Makarov's squadron was attacked by the whole Japanese fleet, his retreat cut off and the Petropavlovsk surrounded by torpedo boats, struck by five torpedoes and blown up. While little attention is paid to the rumor, the opinion here is that official explanations of the disaster are unsatisfactory.



GRAND DUKE VLADIMIR.



RUSSIAN BATTLESHIP PETROPAVLOVSK.

FORTUNE FAVORED CYRIL

Paris, April 13.—The St. Petersburg correspondent of the Journal says Grand Duke Cyril was on the bridge of the Petropavlovsk when the explosion occurred and was thrown into the sea, which led to the saving of his life. Makarov was in the cabin with Rear Admiral Moke.

DR. MCLELLAND ELECTED

As Commissioner to General Assembly of Presbyterian Church.

Springfield, Ill., April 13.—The Presbytery of Springfield today elected Rev. Geo. C. Linton, of Virginia and S. E. McClelland of Decatur, commissioners to the general assembly, and Rev. George A. S. Kays, of Mason City, and C. C. Frackleton of St. Petersburg, alternates.

Clifford Barnes, president of Illinois college at Jacksonville, tonight delivered an address on "Christian Education."

NATIONAL PRISON CONGRESS

Meeting Will be Held at Quincy in October.

New York, April 13.—The executive committee of the National Prison Association of the United States has decided the next national prison congress shall meet October 18, 1904, at Quincy, Ill.

Delegates from every state of the Union, commissioned by the governor and from all official boards of penal institutions or of state supervision of such institutions, as well as wardens, chaplains, surgeons and other officers in authority therein have been invited to attend.

POPE IS NOT ILL.

Official Physician Denies Report Sent from Rome.

Rome, April 13.—Dr. Lappol authorizes the Associated Press to deny the report that the pope is ill. The doctor visited the pontiff this morning as he does several times each week but he was not called to attend the pope.

Sample Ballots.

City Clerk Al Leach has distributed the sample ballots for the election to be held next Tuesday. The election is not exciting much interest. One alderman from each ward will be named. In some of the wards there are no contests at all.

Some men lose their hair by buttoning up at the wrong time.

JAPS SCORE ANOTHER VICTORY

Disable the Bayan Early this Morning and Bombard the Forts at Port Arthur.

London, April 14.—The Telegraph's correspondent at Wei-Hai-Wei telegraphing under Wednesday's date says:

"The British cruiser Espiegle reports that at 5:45 this morning she sighted five Japanese warships engaging the Russian cruiser Bayan, making for Port Arthur from the direction of the Yalu. The Russian cruiser Askold and another cruiser issued from Port Arthur to assist the Bayan. At 6:45 the Russians got under the shelter of the forts, but the Bayan was evidently damaged as quantities of steam were seen escaping.

"At 8 o'clock the Japanese ships opened a heavy gun fire on the forts, which did not reply, and after fifteen minutes bombardment the Japanese retired."

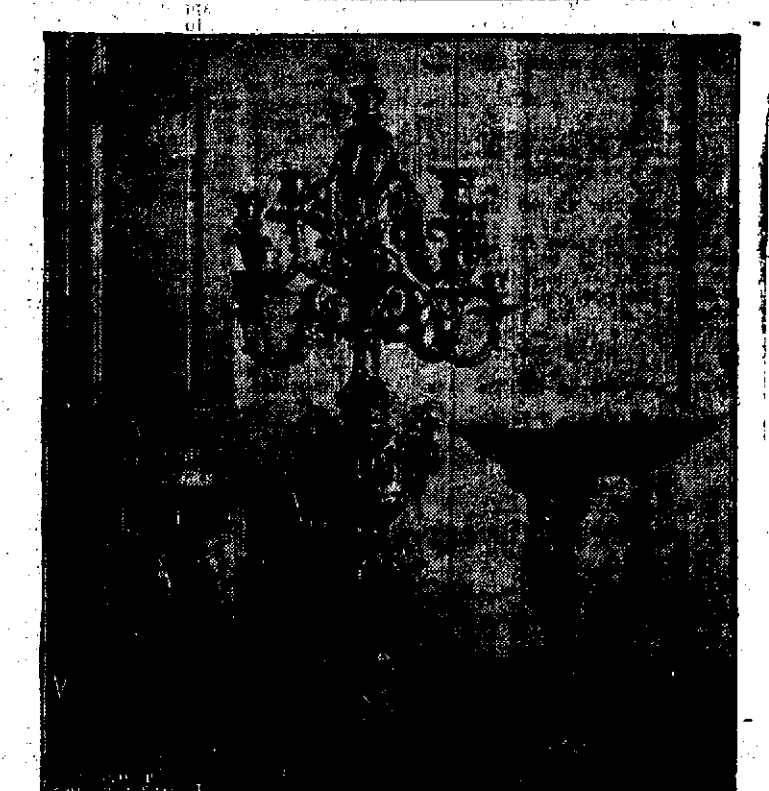
At noon the Japanese withdrew. The attacking fleet consisted of forty vessels, the most powerful individual fleet that ever sailed the eastern seas.

REPORT FROM CHE FOO.

Che Foo, April 14.—A. m.—An unconfirmed report from Japanese sources states that the Japanese reopened the bombardment of Port Arthur at 8 o'clock Wednesday morning. This action evidently followed the one reported earlier yesterday morning.

RUMORED ENGAGEMENT.

St. Petersburg, April 13.—9:30 p. m.—It is rumored here tonight that Rear Admiral Prince Ouktomsky, acting commander of the Russian fleet at Port Arthur, engaged eighteen Japanese warships off Port Arthur this afternoon.



HANDSOME TABLE ORNAMENTS AT THE WHITE HOUSE.

Once on a time a small trunk labeled "James Monroe" was large enough to hold all the White House silver. Now the supply would fill numbers of trunks of the largest size. For example, there are 700 spoons, about 1,000 forks and a large collection of valuable plates. The table ornaments of French gilt are very handsome. Among the china is a \$25,000 Wedgwood set, and one of the historic pieces is the famous Lincoln punch bowl.

LIST OF THE DEAD

Officially Reported to Washington by Admiral Barker.

Washington, April 13.—Admiral Barker in a dispatch to the department says:

"Five officers and 24 men are dead, and two more cannot live, the result of an explosion on the Missouri. Three rounds had been fired from the after 12-inch guns and a shell had been seated and two sections of powder rammed home when the explosion occurred, killing every officer and man in the turret and all but three in the handling room. The names of the dead followed:

LEUT. W. C. DAVIDSON.
LEUT. E. A. WEICHERT. (Junior grade).
LEUT. OF MARINES J. V. P. GRIDLEY.
MIDSHIPMEN.
W. E. T. NEWMAN.
THOS. WARD JR.
Boatswain mate, J. K. PETERSON. (First class).
SEAMEN.
W. J. BOGARD.
O. N. SONDER.
E. R. H. ALISON.
ORDINARY SEAMEN.
C. RICH.
C. J. KILLEN.
J. GEDDIS.
J. F. KENNEDY.
J. P. STARR.
J. C. NUNN.
C. E. M. FRANKS.
C. H. HARRIS.
B. C. TOLIN.
J. W. COLE.

The two men who cannot live are J. T. Donnelly, ordinary seaman and O. M. Moore, apprentice, second class. J. E. Knight and R. S. Starr, seamen, and J. C. Seab, apprentice, were injured.

CAR BARN BANDITS.

Sheriff Barrett Turns Down 1,000 Who Want to Witness Execution.

Chicago, April 13.—Regret to report will be the substance of letters that will be received today by more than one thousand persons. Sheriff Barrett sent them. They contain the refusal of applications from persons who desired to witness the execution of the car barn bandits. The law forbids, and the execution will be witnessed only by persons permitted by the authorities.

A young man had too much confidence in the fact he knew to believe he would be permitted to witness the execution of the car barn bandits.

AN EXPLOSION IN AFTER TURRET OF THE MISSOURI

Results in Killing Twenty-nine of the Crew Including Five Commissioned Officers.

HAPPENED OFF THE FLORIDA COAST

News Causes Consternation in Navy Department—New Ship That Has Had Much Bad Luck Since Being Commissioned.

Pensacola, Fla., April 13.—By an explosion of two thousand pounds of powder in the after 12-inch turret and handling room of the battleship Missouri, 29 men were killed and five injured, two fatally. About noon a charge of powder in the 12-inch left hand gun was ignited from gases, exploded and dropping below ignited four charges of powder in the handling room and all exploded. Only one of the entire turret and handling crew survives.

Cowles Saves Ship.

But for the prompt action of Captain Cowles in flooding the handling room and magazine with water, one of the magazines would have exploded and the ship been destroyed.

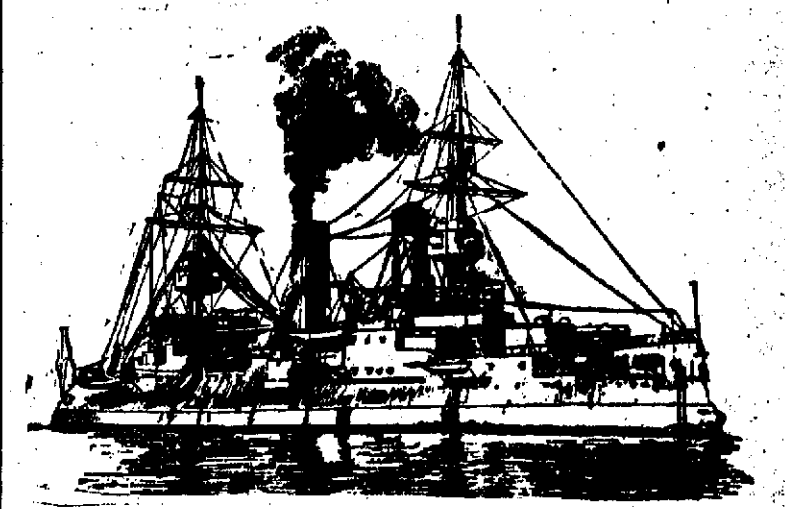
According to the statement of Ordnance Officer Hammer, after the first pointer had fired the third shot of his string the charge ignited. The fourth charge was being loaded. The first had been rammed home and the second was being rammed when the gases from the previous shot or powder explosion entered the magazine.

Report to Washington.

Washington, April 13.—The most serious accident that has occurred in the American navy since the blowing up of the Maine in Havana harbor in 1898, happened today on the battleship Missouri, while she was engaged in target practice 15 miles from Pensacola. The news of the disaster was conveyed to the commander at Pensacola by wireless telegraph from the Missouri and thence by him transmitted to Washington, while the big ship was creeping back to port with the dead lying on her deck. An account which reached Washington was contained in the following official dispatch:

"An accident in the after-turret of the Missouri at 10:50 this morning caused the death of nine men and Lieutenant W. C. Davidson, Second Lieutenant J. P. V. GRIDLEY, MIDSHIPMAN W. E. T. NEWMAN, T. T. WARD, JR. The Missouri is coming in."

The receipt of the message caused consternation at the department. Secretary Moody conveyed it to the president at the white house and officers and clerks at the department were



THE BATTLESHIP MISSOURI.

tions of the cloth cover ignited the powder. The breach was open and the dull thud gave notice of something unusual.

Two Explosions.

Flames leapt from every portion of the turret. A few seconds later another explosion, somewhat more fierce, occurred. This was in the handling room below where 1800 pounds of powder had ignited.

Cool and Brave.

Fire quarters were sounded and every man responded and the magazine and handling rooms were flooded. When volunteers were called for every man responded, eager to rescue the crew. Captain Cowles gave commands and but for his presence of mind and that of the officers of the ship, the Missouri would have gone down. The second explosion occurred near one of the magazines and so hot was the fire the brass work of the magazines melted. The smoke and fumes made it almost impossible to enter the turret or handling rooms, but officers and men and with handkerchiefs over their faces made efforts to rescue those inside.

Leading the rescuing party was Captain Cowles. Officers endeavored to keep him from going below and men fell unconscious as they entered and had to be pulled out by their comrades, but unheeding their advice, Cowles rushed below followed by Lieuts. Hammer and David. Cowles caught up a dying blue jacket in his arms and staggered to the deck with him. The blue jacket with two others from the handling room had crawled partly from their places of duty when they had been overcome.

NO CHANCE OF ESCAPE.

Before the fumes had left the turret the officers and men were lying dying and dead men and three minutes after the explosion all were on deck and surgeons from the Missouri, Texas and Brooklyn were attending to the injured. The twenty-five in the turret were found lying in a heap. They had started for the exit when the first explosion occurred and had just reached there when the explosion in the handling room occurred, which burned and strangled them to death. Lieut. Davidson, the officer in charge of the turret, evidently had given some command, as he was on top of the heap, having fallen there after he had allowed them to pass him to get out of the turret. The bodies were hardly recognizable, the terrible fire having burst the clothing from their bodies and the flesh hung mutilated by smoke and flames only. Only one man was breathing when the turret crew was rescued and he died a moment after he reached the deck.

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STILL KILLING HEREROS.

Berlin, April 13.—Col. Ernest von Geyers, a German general, was killed by a bullet in the chest while he was on duty in Africa. He was 54 years old and came to Germany in 1880, having been born in Virginia.

Heart Disease Cured

Heart Disease Cured

And in the
Is sure to Ac

TWENTY-

JAPS HEAD FOR

TWENTY TRANS
TROOPS STEAL
NEW CI

RUSSIAN NAVY

To Prevent the
Bodies of Troops
In Affairs of

St. Petersburg,
flooded with ru
rumors regarding
those now that
at Port Arthur
because their troop
The Associated P
from Port Arthur
twenty as the num
transports reported
sighted attempting
the Kow, the sea
The Associated P
but would not b
number is correct o
number is steaming
nurse supply for
the Russian squad
and the Japanese t
can safely pass thr
Pe Chi Li and atte
head of the gulf o
the gulf of the
the army at Dalou
should succeed, the
excellent position
movement on Liao
Port Arthur.

General Kuropat
strong force to co
units at New Chi
move is made, it
be able to check i

RUSSIAN

Leave Flanks Exp
For An

Second, April 18—
at customs at Gen S
force is advancing
and following the
province of South
Russia has passed to
which was occupied
The main body
strong, eighty m
men, on the 17th
flanks and rear w
the excellent int
before attack from

GROW SU

Plans Don't Like
ister G

Since April 18—
pendent of The M
active participation
Minister Balam in
Japanese association
contradiction of P
declarations of the
units at New Chi
sufficient for prevent
States is probable.

MAKAROFF

Is Provided With A
of \$100,000

St. Petersburg, A
window has been i
pendence of \$10,000.
The detachment of
which left on the
Mooe-Shan, each
Yalu river 175 m
long without havin
enemy. The deta
mountain pass b
near Korea woul
mountain batteries.
An official telegr
the change in th
the river, Russel
in the islands of
the Japanese a
going to retire.
Major General P
staff at Port
all statements
large and tall of P
ended.

ARRIVER AND

Passed by the Hou
Senate Affa

Washington, Apr
committee on comm
introduced a favorab
ties and labor.
The bill as amend
increased by increa
for a single cl
from \$50,000
appropriating \$100,000
The committee
amendment prop
which prohibiting
from construct
The great likes un
passed by congr

FIRST COL

To Enlist With No

Chicago, April 18—
first all-messenger o
organization, died to
and the district
colored men to en
the civil war.

CHAN POWERS

Leaves the High S
City

St. Petersburg, A
Minister State sh
powers, Deatur, i
score today, 122
R. Crook, OT
189.

Body Found

Monroe, Wis., Apr
the river at St.
man supposed to
a city, caused a
city, caused a
each name was cou
There is a Richar
is at home, and
dead man.